DIAGNOSIS AND TESTING (Continued)

PINPOINT TEST A: DIAGNOSTIC TROUBLE CODES: 621, 622 AND 641 SOLENOID CIRCUIT FAILURES; 645, 646, 647 and 648 INCORRECT GEAR RATIO OBTAINED (Continued)

BESULT PARTET ACTION TO TAKE			RESULT PART P	ACTION TO TAKE
A11	CHECK SOLENOID FOR SHORT TO GROUND		AXODE (AX48) HARNESS	
Check for continuity between engine ground and appropriate shift solenoid terminal with ohmmeter or other low current tester (less than 200 milliamps).			Yes No	Hydraulic/Mechanical
	Solenoid	Terminals As Marked On Solenoid	ot probe into connector de will cause a tose of spring salble fallure.	Diagnosis as outlined.
	SS-1	t dagende 19 a seema namen mentember de transporte en 19 de 19 La dagende 19 a seema namen de transporte en 19 de	jiyat su muruwa set acailiye lead trom an ohum.	
	SS-2	· · · · · · · · · · · · · · · · · · ·	pu greatery reduced at the Our	
	SS-3	+/-		1
	 Connection should show infinite resistance (no continuity). Is there continuity? 		Trado 8.0 and set	nhop ,\$-88-67, conn

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PINPOINT TEST B: DIAGNOSTIC TROUBLE CODES: 636, 637 and 638 TOT HIGHER/LOWER THAN EXPECTED

TEST STEP	RESULT		ACTION TO TAKE
AXODE (AX4S) ELECTRONIC DIAGNOSTICS NOTE: Transaxle must be at operating temperature.	Yes Canocalon		GO to B2.
The following items must be checked before proceeding:	No constitution		PERFORM checks.
 Check the PCM for proper function (On-Board Diagnostics). 			A Paway 1 - 22 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
 Check vehicle wiring harness for continuity and shorts to ground. Make sure all connectors are engaged 			sogwordown w
properly. — Make sure all terminals in connectors are	E (AX4S) HARNESS (SHC	SGO KA	
properly seated. — Check all connectors for damage, corrosion, water, bent pins and missing or damaged seals. Have items been checked?	ataeen BAT jeskjenginb te wire sith an ohmenete r (best hean 200 millamp	ehqond	
2 CHECK HARNESS CONNECTIONS			
Check that vehicle harness connector is fully	Yes		GO to B3.
 engaged on transaxle connector. Check that vehicle harness connector terminals are fully engaged in connector. Are the harness/terminals fully engaged? 	n No control of the second of		SERVICE as required.